

Report of the Head of Planning, Sport and Green Spaces

Address TEMPORARY CAR PARK SITE SEALAND ROAD HEATHROW AIRPORT

Development: Reserved matters (details of landscaping) in compliance with condition 2 of outline planning permission ref: 65688/APP/2016/94 dated 7/3/2016 (erection of a multi deck car park for use by Gate Gourmet and British Airways staff).

LBH Ref Nos: 65688/APP/2016/1929

Drawing Nos: LANDSCAPE MANAGEMENT \ MAINTENANCE PLA
Drawing 0549 01 - Landscape Plan
301 - 0 - Level 0
302 - 0 - Level 1
303 - 0 - Level 2 - Level 3
305 - 0 - Level 4
048-GA-100 - Location Plan
Covering Letter - Sealand Road Multi-Deck Car Park

Date Plans Received: 20/05/2016 **Date(s) of Amendment(s):**

Date Application Valid: 23/05/2016

1. SUMMARY

This application seeks to discharge condition 2 (reserved matters landscaping) of outline planning permission ref:65688/APP/2016/94 dated 7 March 2016, for the erection of a 5 storey multi deck car park, for use by Gate Gourmet and British Airways Staff at Heathrow Airport.

The principle of the development, together with the siting, design and scale of the proposed car park have already been approved, by virtue of the outline planning permission. Only landscaping details fall to be considered under this application.

No objections have been received. Heathrow Airport Ltd has assessed the details against safeguarding criteria and confirmed that this landscaping condition can be discharged.

The proposed landscaping details are considered acceptable, in compliance with relevant planning policies. Approval is therefore recommended.

2. RECOMMENDATION

That subject to no material planning objections being received which raise additional issues that have not already been addressed in this report, the application be deferred for the determination by the Head of Planning and Enforcement under delegated powers to approve the application.

INFORMATIVES

1

Notwithstanding the plans submitted under this application, the applicant is reminded that final details of access arrangements must be submitted to and agreed in writing by the Local Planning Authority, in compliance with condition 23 of outline planning permission ref:65688/APP/2016/94 dated 7 March 2016, prior to development commencing.

2 152 **Compulsory Informative (1)**

The decision to discharge the condition has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3 153 **Compulsory Informative (2)**

The decision to discharge the condition has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

A4	New development directly related to Heathrow Airport
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.6	(2015) Aviation
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture

LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF	National Planning Policy Framework

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a 0.67 hectare roughly rectangular shaped plot, located on the west side of Sealand Road, towards the southern side of Heathrow Airport. The site is currently undeveloped and appears to be informally used for car parking for airline passengers.

The site is bounded to the north by an electricity substation, beyond which is Southampton Road East and British Airways' World Cargo Centre; to the west by the Gate Gourmet Catering Centre; to the east by Sealand Road, beyond which is car parking; and to the south by the Southern Perimeter Road.

The site falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map. The Duke of Northumberland and Longford Rivers are located to the south of the Southern Perimeter Road, beyond which is Green Belt land falling within the jurisdiction of Spelthorne Borough Council. The site also falls within an Air Quality Management Area.

3.2 Proposed Scheme

This application seeks to discharge condition 2 of outline planning permission ref: 65688/APP/2016/94 dated 7 March 2016. This condition requires details of the landscaping (the reserved matters) to be submitted to the local planning authority and approved in writing before any development begins. The submitted details include: details of soft and hard landscaping, car parking layouts including details of electrical charging points, disabled parking bays and 14 motorcycle bays, details of landscape maintenance and schedule for implementation.

3.3 Relevant Planning History

Comment on Relevant Planning History

Outline planning permission ref: 65688/APP/2016/94 was granted for the erection of a ground plus 5 level multideck airport car park, comprising a total of 1,022 spaces. The ground floor and part of the first floor of the car park would be for the exclusive use of the adjacent Gate Gourmet flight catering business workers. The upper floors would be used for British Airways Cargo staff parking. All parking spaces within the proposed multi-deck car park are existing surface level parking spaces on adjacent sites which would be moved to this multi-deck car park. The application was made in outline with all matters included, apart from landscaping.

Condition 2 of outline planning permission ref: 65688/APP/2016/94 (subject of this application) states:

Details of the landscaping (hereinafter called "the reserved matters" shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall include:

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate (the species and coverage being acceptable in not attracting birds)
2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts including demonstration that:
For the Gate Gourmet employee parking at ground level and part first floor level, 64 of all parking spaces are served by electrical charging points (43 active and 21 passive); 14 disabled parking bays; and 14 motorcycle bays.
For British Airways staff on the upper floors, 222 of all parking spaces are served by electrical charging points (148 active and 74 passive spaces) 37 disabled parking bays and 37 motorcycle bays.
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation
Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

(i) To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

(ii) To ensure that the proposed development will preserve and enhance the visual amenities of the locality, to avoid endangering the safe operation of aircraft through the attraction of birds and provide adequate facilities, in compliance with policies A4, BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

Condition 10 of outline planning permission ref: 65688/APP/2016/94 states:

No more than 1,022 parking spaces in total shall be provided on the multi storey car park (MSCP) hereby approved. These car parking spaces shall only be used by employees at Gate Gourmet and British Airways. A maximum of 280 of these car parking spaces (all ground floor and part first floor) shall be used by employees at Gate Gourmet working at the Gate Gourmet Airline Catering Facility, Southampton Road East, Heathrow Airport. A maximum of 742 car parking spaces shall be used for British Airways staff working at the British Airways cargo site, Southampton Road East, Heathrow Airport.

REASON

1. To control the level of parking of cars by employees at Heathrow Airport, to prevent the parking spaces being used by airline passengers and to ensure that all parking is directly related to the operation of Heathrow Airport, in accordance with Policies A4, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).
2. Permission is only granted due to the specific parking requirements of British Airways in accordance with Policies A4, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved

UDP Policies (November 2012).

3. Permission is only granted due to the specific parking requirements of Gate Gourmet and High Court judgement ref: Neutral Citation Number: [2015] EWHC3753 (Ch) dated 21/12/2015 in accordance with Policies A4, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Condition 23 of outline planning permission ref: 65688/APP/2016/94 states:

Notwithstanding the submitted plans, the development hereby approved shall not begin until details of all access arrangements (including staff entry times and where appropriate, timed entry, automatic number plate recognition (ANPR), electronic cards, high speed entry barriers, manned entry etc) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in all respects in accordance with the approved access strategy.

Thereafter, the measures in the agreed strategy shall be maintained throughout the life of the development.

REASON

To ensure pedestrian and vehicular safety and convenience, in compliance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- A4 New development directly related to Heathrow Airport
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion

	and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
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LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **16th June 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

One adjoining occupier was consulted in the surrounding area. A site Notice was posted at the site. There has been no response to the neighbour consultation.

HEATHROW AIRPORT LTD

We have now assessed the proposed landscaping details in compliance with condition 2 of planning permission 65688/APP/2016/94 against safeguarding criteria. I can confirm that this condition can be discharged from a Heathrow Airport Ltd point of view.

Internal Consultees

TREE AND LANDSCAPE OFFICER

This reserved matters application includes David Clarke's Planting Plan, ref. 0549_01 which is supported by a document titled Landscape Management / Maintenance Plan. The document includes the planting philosophy, planting specification, management objectives, specification and performance targets. No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established by virtue of the original outline planning permission Ref:65688/APP/2016/94 dated 7 March 2016.

7.02 Density of the proposed development

The London Plan density matrix, and HDAS density guidelines relate specifically to residential developments.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The site does not fall within close proximity to any listed buildings, conservation areas, or areas of special local character. The site is within the Heathrow Archaeological Priority Zone. A desk based assessment and consequent on site investigations were carried out in June 2015 in support of the outline application. The site investigations confirmed that no evidence of significant archaeological remains remain at the site and the archaeological potential of the site is low.

Historic England (GLAAS), concluded under the outline application that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and no further assessment or conditions are therefore necessary.

7.04 Airport safeguarding

Heathrow Airport Ltd has confirmed that it has no safeguarding objections to the proposal.

7.05 Impact on the green belt

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to protect the Green Belt from nearby developments which may prejudice its visual amenity. Whilst the proposed multi deck car park would be visible from Green Belt land, the nearest of which is located approximately 140m to the south in Spelthorne, the Southern Perimeter Road, Duke of Northumberland and Longford Rivers, and Bedford Road to the south, provide a buffer between this land and the proposed building.

Hoardings along Bedford Road also limit these views to an extent and extensive tree planting within and on the boundary of the Green Belt land would also restrict any long distance views from here. In addition, the proposed car park would be seen in context with other large scale airport related developments.

The landscaping plan proposes an appropriate landscaped green edge to both reinforce and improve or replace the existing landscaping. A landscaped buffer is proposed along the site's southern boundary, comprising hedge planting interspersed with appropriate tree planting, which would help to mitigate the impact of the car park building. As such, and given the distance of approximately 140m, it is not considered that the proposal would have such a detrimental impact on the visual amenity of the Green Belt sufficient to justify refusal.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to

the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals.

The scale, design and siting of the proposed multi storey car park has already been approved under the outline planning consent. It is considered that the proposed planting along the site's road frontages will help to screen the proposed structure and mitigate the impact of the car park building. It is considered that the planting will create a quality landscape for the development that will complement the surrounding area, in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The site is bordered by commercial development within Heathrow Airport and as such, it is not considered that the proposal would have any significant detrimental impact on the neighbouring uses in terms of overlooking, overshadowing or noise.

7.09 Living conditions for future occupiers

Not relevant to this type of application. Guidelines referring to living conditions relate to residential developments.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Issues relating to traffic generation, access and parking have all been addressed under the outline planning approval. The submitted plans show some minor alterations to the access arrangements within the building. The applicant submits that these are solely to improve workability and include a small office for a parking attendant who will manage the car park, a plant room, relocation of the vehicle ramp between floors, an extended entry lane, and altered internal vehicle circulation.

It should be noted that details of access arrangements are already covered by a separate condition (condition 23) of the outline planning permission. Notwithstanding the plans submitted under this application, final details of access arrangements will need to be agreed under the relevant outline planning condition. An informative has been attached to this effect.

The changes outlined above have resulted in the number of parking spaces on the ground floor reduced from 212 (approved outline plan) to 198. However, the level of parking authorised by the outline permission and controlled by condition No.10 (i.e. a maximum of 280 car parking spaces used by employees at Gate Gourmet and maximum of 742 car parking spaces for British Airways staff) remains the same.

Notwithstanding the above considerations, Part 2.b of condition 2 (Reserved Matters landscaping) of the outline planning permission requires details of car parking layouts, including demonstration that adequate provision for electric charging bays and disabled parking for Gate Gourmet and British Airways staff have been provided. The precise numbers are specified in the condition.

The number of disabled / electric charging points / motorcycle bays have been updated to comply with the numbers stipulated in Condition No. 2 (Reserved matters landscaping), as stated above. Layout plans have been submitted for all levels showing that the above requirements have been complied with. It is therefore recommended that part 2b of condition 2 be discharged.

7.11 Urban design, access and security

The airport's cargo area is strongly commercial in character and the surrounding area is characterised by large scale industrial buildings and car parking associated with Heathrow Airport. It is considered that the proposed landscaping is appropriate to the context of the site and reflects the broader Heathrow perimeter landscape strategy.

7.12 Disabled access

The car park would have level lift access to every floor, with disabled parking bays suitable for use for mobility impaired persons. Details of disabled parking bays for Gate Gourmet and British Airways staff have been provided, in accordance with the requirements of this condition.

Accordingly the development is considered to comply with relevant London Plan policies in this regard.

7.13 Provision of affordable & special needs housing

Not relevant to this application. There is no requirement for this type of development to contribute towards the borough's affordable or special housing needs.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The site currently benefits from a tall evergreen hedge along its eastern boundary, and a mix of tall shrubs and trees along the southern boundary, although the quality of the existing vegetation is relatively poor.

The existing operational site area is fenced and comprises a compacted hardcore surface with areas of tarmac and concrete but no landscaping. The wider site ownership area benefits from a mature hedge and grassed verge along most of its eastern boundary frontage to Sealand Road, and a mix of tall shrubs and trees along the road frontage to the Southern Perimeter Road although the quality of the existing vegetation is relatively poor. The other northern and western boundaries do not front onto roads and contain no landscaping, only security fencing.

This reserved matters application includes a planting plan supported by a document titled Landscape Management / Maintenance Plan document. The document includes the planting philosophy, planting specification, management objectives, specification and performance targets.

The management objectives will ensure the overall well-being and healthy, vigorous growth of all plant material, ensure the overall appearance of the site remains neat and tidy; monitor the planting works and take remedial action where necessary; and limit the use of chemicals where possible.

The maintenance will include establishment maintenance; and a landscape contractor followed by long-term maintenance that will come under the responsibility of the applicant.

Management regimes will include the initial planting and on going maintenance operations.

Specimen trees will be planted along the frontage of Sealand Road and Southern Perimeter Road, along with hedges and ground cover planting. The remainder of the frontages will be in grass. The amenity shrub planting in general will be simple, with ground

covers that can be tightly maintained as well as medium shrubs of compact controllable growth. These will provide a variety of colours and textures in the landscape. Grass areas generally will be tightly mown as part of the maintenance regime for the site.

The Tree and landscape Officer raises no objection. It is considered that the planting would in the long term add to the visual interest and the bio diversity of the area, in compliance with with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies.

It is therefore recommended that the following parts of condition 2 be discharged:

1. Details of Soft Landscaping
2. Details of Hard Landscaping
3. Details of Landscape Maintenance
4. Schedule for Implementation.

7.15 Sustainable waste management

Not applicable to this car park.

7.16 Renewable energy / Sustainability

Details of electrical charging points have been provided in accordance with the requirements of this condition.

The only other energy consumed by the car park would be electricity, primarily for lighting. A planning condition to ensure an energy efficient lighting scheme to limit energy use has been applied on the outline planning permission.

Accordingly the development is considered to comply with relevant London Plan energy/sustainability policies in this regard.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and is less than 1ha in size such that no Flood Risk Assessment was required as part of the outline application. However, London Plan policies 5.12 and 5.13 require development proposals to use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan:

Part 1- Strategic Policies (Nov 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Conditions were imposed on the outline planning permission, requiring the provision of site drainage which should be SUDs appropriate. Subject to these conditions, it is considered that the proposal would comply with the intentions of the Hillingdon Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

Not relevant to this application.

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in

particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not relevant to this application.

10. CONCLUSION

It is considered that the landscaping scheme for this site reflects the broader Heathrow perimeter landscape strategy and is acceptable.

It has been demonstrated that adequate provision for electric charging bays and disabled parking can be provided.

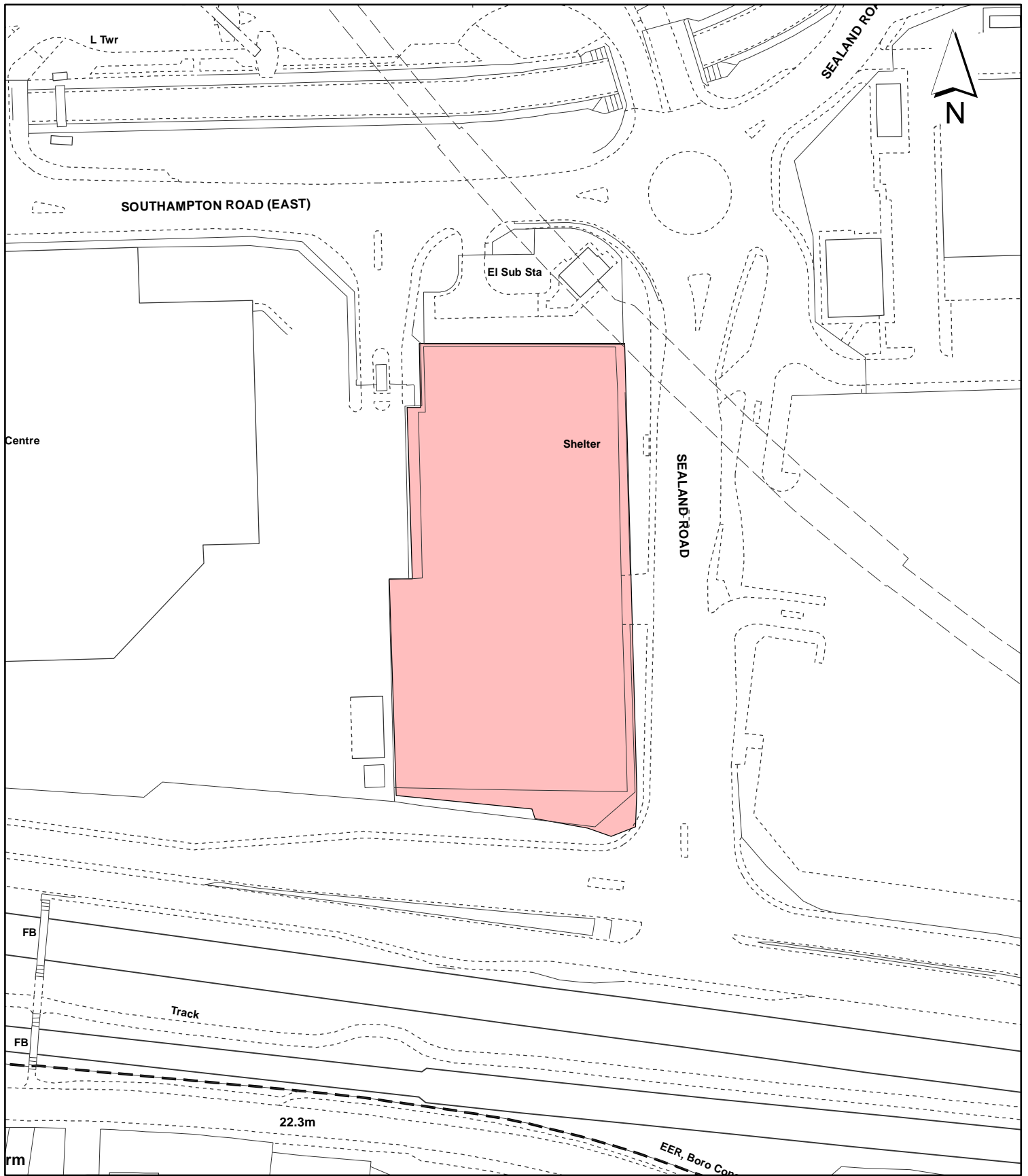
The proposal complies with relevant planning policy and accordingly, it is recommended that the details be approved and the condition be discharged.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Hillingdon Supplementary Planning Document: Accessible Hillingdon (May 2013)
London Plan (2015)
National Planning Policy Framework (March 2012)
London Borough of Hillingdon Air Quality Action Plan 2004

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

Site boundary

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Site Address:

**Temporary Car Park
 Site Sealand Road
 Heathrow Airport**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

65688/APP/2016/1929

Scale:

1:1,250

Planning Committee:

Major

Date:

June 2016



HILLINGDON
 LONDON